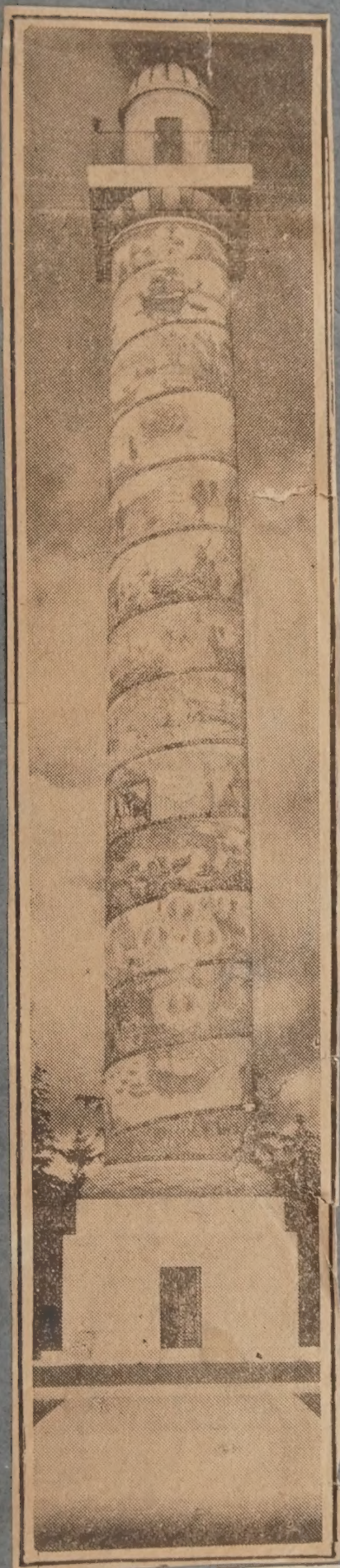


THE HISTORICAL
ATTRACTIONS OF
ASTORIA
GON



Astoria Chapter



Astoria's famed column, a history book in concrete



The ASTORIA COLUMN

For the historical legend of the frieze read up on the column, first description being that of bottom panel:

(14) Before the White Man—the Forest Primeval; (12-13) Discovery of Columbia River by Capt. Robert Gray in Ship Columbia 1792; (11) Lewis and Clark expedition first to cross the continent arrives at Astoria 1805; (10) Lewis and Clark Expedition boiling water to obtain salt at Seaside; (8-9) Lewis and Clark expedition builds Fort Clatsop and spends winter of 1805-1806 on Lewis and Clark river near Astoria; (7) John Jacob Astor's Pacific Fur company ship Tonquin sails from New York 1810; (6) Ship Tonquin arrives at Astoria 1811, Building Fort Astoria; (5) Pacific Fur company overland party arrives at Astoria 1812; (4) Pacific Fur company ship Tonquin blown up at Vancouver Island 1811; (3) Fort Astoria sold to the British and renamed Fort George 1813; (2) Fort Astoria restored to the United States 1818; (1) Coming of the settler and civilization.



Astoria in the 1820s

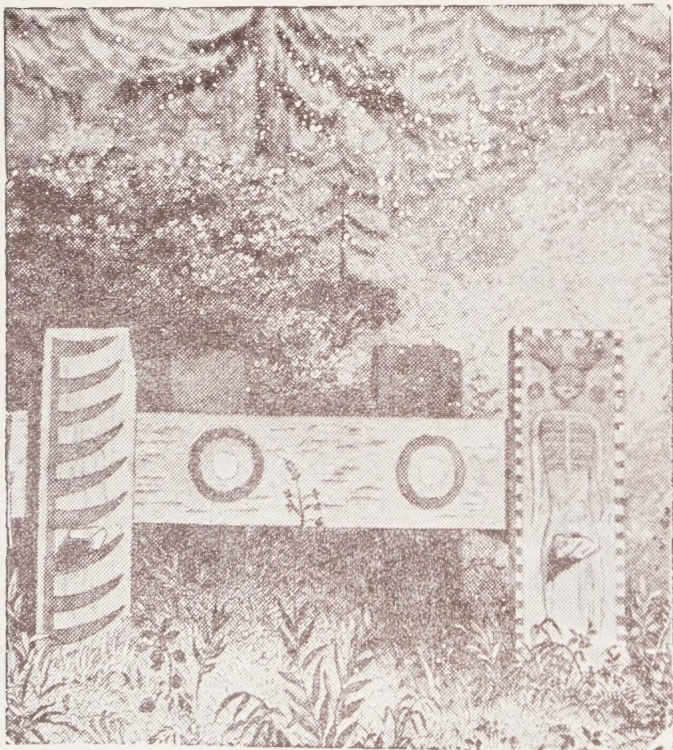


Astoria in the 1840s



The rugged face of Neahkahnie mountain, with the new highway winding along it.

GRAVE OF CONCOMLY, FRIEND OF THE EARLY EXPLORERS



One-eyed Concomly, chief of the Chinooks, befriended Lewis and Clark and the Astor party. This picture shows his grave as it looked in the 1840s. Today the markings of the grave are gone and no one knows where this grave is except that it is somewhere within Astoria's city limits.

New Neahkahnie Mountain Route Will Be Scenic One

South of Cannon Beach lies one of the most rugged sections of the Oregon coast, extending some 15 miles to the Nehalem bay section.

Included in this bit of beetling coast line are the lofty cliffs of famed Neahkahnie mountain, graveyard of early treasure ships, where legend hath it that Spanish galleons' treasure lies buried; the rocky promontory of Arch cape that blocks all travel along the coast, and other natural hazards to any motor road.

The Indians had a crude trail winding through forest canyons and over rocky bluffs, by which they travelled from the Clatsop beaches to Nehalem bay and the earlier white settlers also used an improvised road along the face of the bluffs.

As the district became settled, a new route was built through the inland forests that avoided these rugged bluffs and the difficult country. When the Oregon Coast highway was started, it followed this new and easier route.

Old Scenic Road Not Forgotten

But the old, simple road of the Indians across the bluffs of Neahkahnie mountain was not forgotten. Clatsop and Tillamook county citizens began agitation for restoring this old road as a new scenic highway. Work was actually started 15 or 20 years ago on a road around the face of Neahkahnie cliffs, hundreds of feet above the surf, but funds ran short and it lay unfinished for many years.

Post Office Here Is First In West

The first United States post office west of the Rocky mountains was established in Astoria. It antedated the Oregon City post office by 20 days and the San Francisco post office by over a year.

The story of how Astoria obtained the first United States post office on the Pacific coast is related below:

In the year 1843 John M. Shively crossed the "plains" from Missouri to Oregon City, thence down to the site of Astoria. There he found a representative of the Hudson Bay company in charge of a trading post, and claiming for his people some interest in the adjoining land.

He also found one Bennett O'Neal claiming a squatters right—in the adjacent land. Mr. Shively purchased whatever right Bennett O'Neal claimed; and proceeded against the protest of the representative of the Hudson Bay trader, to mark out a section of the land for his claim.

In 1844 he platted the north portion of his claim into blocks and streets. About this time James Welch appeared and claimed some interest or right in the land, and it was argued between them in a writers instrument of April 18, 1845, that Mr. Shively should go to Washington, D. C. and endeavor to secure a title to the land selected and each have a half interest therein.

Mr. Shively went to the city of Washington and in the spring of 1847 secured a postal service to be established in Oregon, including postal offices at Astoria and Oregon City. John M. Shively was appointed

post master at Astoria, commission dated March 9, 1847. A post office at Oregon City was established March 29, 1847, and at San Francisco, November 9, 1848, Astoria having the first United States post office west of the Rocky mountains.

Mr. Shively with his family returned to Astoria in the summer of 1847 bringing with him the first mail and opened the post office in a new frame building which was the first frame building erected in Astoria and then the only frame building there. It was built in the autumn of 1846 by a Baptist minister, Mr. Ezra Fisher, who had contracted with James Welch during the absence of Mr. Shively for the land on which it was built should the title be obtained.

Rev. Ezra Fisher built the house upon the north end of Lot 7, Block 14, on the east side of Fifteenth street about midway between Exchange street and Franklin avenue,



Oregon's First Custom House,
Astoria, 1852.



First Post Office, West of Rocky Mts.
Established 1847, Astoria, Oregon

and near the site of Astor's Astoria and Fort George. Concluding Clatsop Plains to be a better place for him and his family to support themselves (Mr. Fisher moved from Astoria to Clatsop Plains about the first of the year 1847 and joined the missionary work of the Presbyterian church. Mr. Shively and family occupied said frame building (old post office it was afterwards called) until both he and Mrs. Shively had passed away.

Subsequently the titles of Messrs. Shively and Welch were confirmed by the correction land law of the United States.

Joining the Shively claim on the east, a claim was granted John Adair on which he platted a town site called "Upper" or "Adairs" Astoria". The Shively plat was called Shivelys Astoria.

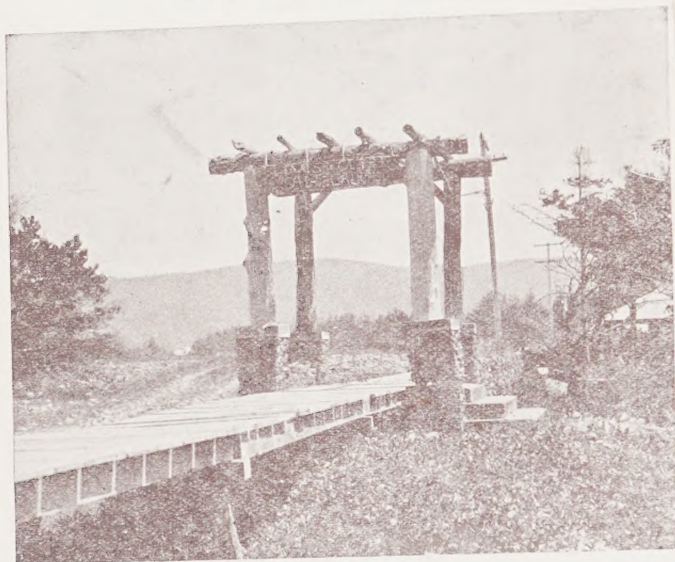
Below and on the west side of Shively's land John McClure secured land which he platted and called McClure's or Lower Astoria.



Fort Astoria, 1847



Model of Ship Columbia



Lewis & Clark Salt Cairn at Seaside



Astoria Founding Among Nation's Romantic Tales

Perhaps one of the most romantic sagas in the history of the United States is the chain of events leading up to the settlement of Astoria, first white community to be founded in the entire Pacific northwest.

It was here that United States dominion on the Pacific coast was first founded, and if enterprising Americans had not discovered the Columbia river 125 years ago and built a fur trading post here on its banks, the nation might never have extended farther west than the Rocky mountains and a foreign flag might today wave over the entire Pacific coast from Canada to Mexico.

The story of Astoria, traced back to its beginnings, goes almost to medieval times. It starts with the first voyages on the Pacific coast in the 1500s by venturesome Spanish navigators beating to the unknown north and by the sea dogs of Elizabethan England—Drake, Cavendish and the rest who braved stormy Cape Horn to harrass the Spanish galleons in the distant Pacific.

Drake May Have First Seen Oregon's Shores

Sir Francis Drake may have been the first English sailor to see the coast of Oregon. He drove his ship far to the north from Mexico and certainly called in California harbors. How far north he came before turning his prow westward for the long voyage to China is not known, but some think he saw Coos bay.

Other English sailors saw this coast during the next two centuries, but none found the Columbia river. Of this river there were many rumors, but no known facts, by the middle of the eighteenth century.

English navigators explored the coast, but stayed away from the angry breakers of the bar. One of them, Captain Meares, saw the rocky north headland of the entrance and called it Cape Disappointment to express his feelings regarding likelihood of a river being there.

But in 1792 an American ship appeared on the little-known coast. Captain Robert Gray of the ship Columbia of Boston was a more daring skipper than the British and Spaniards who stayed well offshore, away from dangerous rocks and towering cliffs.

Captain Gray Decides to Investigate Harbor

Captain Gray poked his ship's head into one harbor that the British had shunned, and thereby gave his name to Gray's harbor, 50 miles north of the Columbia.

Turning southward, he arrived off Cape Disappointment on a fine May morning, with a brisk northwest breeze blowing. Climbing to the royal yard, Captain Gray peered long through his glasses at the line of breakers south of the rocky cape. He noted the muddy colored water that rolled 20 miles out to sea.

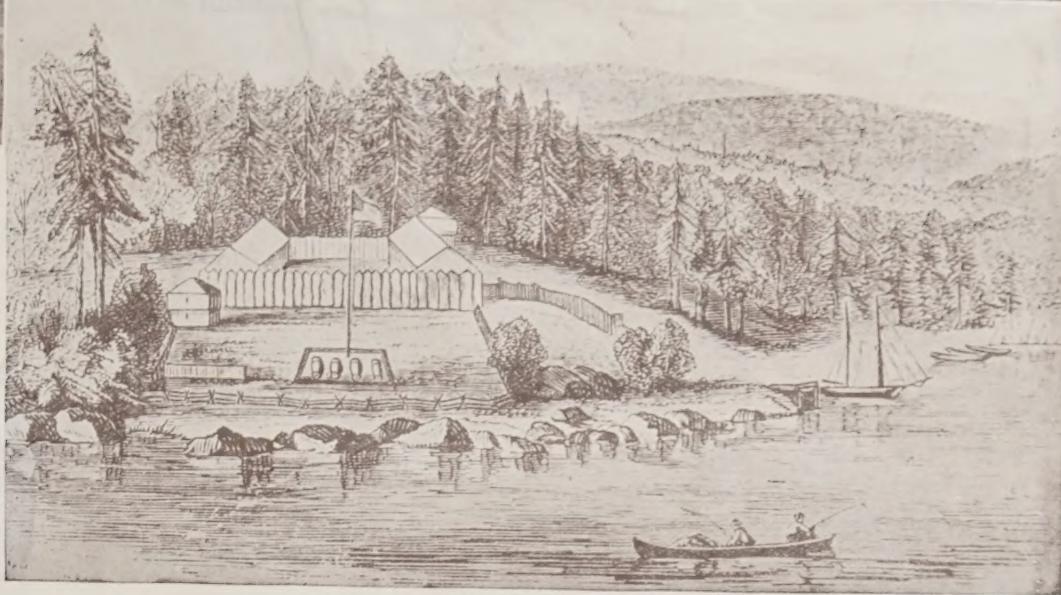
"I'd bet my bottom dollar there's a river here," said the Yankee skipper. "I'll make certain. Vancouver and Meares told me there is none, but I doubt it."

Down from the mast dropped Gray. The yards were squared to the westerly winds and the Columbia rolled over the gentle swells toward the mysterious harbor.

Finds Smooth Entrance Through Bar's Breakers

The weather gods were kind to the daring skipper and he found a smooth pathway through the breakers. The Columbia glided into a smooth haven and Captain Robert Gray sent his anchor rattling down into the waters of Gray's bay. The Columbia river had been discovered, and America had laid its first claim to the great Oregon country.

The next chapter in the Oregon and Astoria his-



tory began in Washington, D. C., where President Thomas Jefferson dreamed of an exploration of the far, unknown west.

Two young army officers, veterans of the Revolution and eager for something to do, fell in with Jefferson's plans and as a result in the spring of 1805 Meriwether Lewis and William Clark left the western-most American settlements at the mouth of the Missouri with a small party and headed up that vast river into the mysterious west.

Up the Missouri to its farthest sources, they entered the country of Indians who had never seen a white man. An Indian woman, Sacajawea, of the Snake tribe, knew the passes across the Rockies. With her pointing out the way, they crossed these mountains, the Bitter Root range, and other lofty ranges and finally came out on the plains of the upper Columbia.

Down this river they went until at last they saw the sea, late in the fall of 1805.

Lewis and Clark Built Fort Near Astoria

Southwest storms and drenching rain were their greeting to this region, but they persisted and with the help of Chief Cowaway of the Clatsop tribe selected a grassy slope on the banks of Netel (now Lewis and Clark) river and built a log stockade and fort.

Here they spent the winter, buying fish from the Indians, mending their clothes, hunting elk and deer in the hills, boiling salt sea water for salt at the rock cairn which stands today in the city of Seaside.

In the spring they left on the long return journey, but they had added another American claim to this Oregon country.

German Immigrant Gets Dream of Fur Trading Post

No immediate results followed the Lewis and Clark journey, but a few years later in New York a German immigrant who had made a fortune in the new world dreamed of the furs on the huge and little known river of the far west.

This man, John Jacob Astor, determined to realize his dream. He hired expert Canadian fur trappers, bought a ship, the Tonquin and hired Captain Jonathan Thorne of the United States navy to command it.

He outfitted an overland party to follow the trail of Lewis and Clark and gave charge of it to Wilson Price Hunt, an American experienced in frontier life.

With orders to establish a fur trading post at the mouth of the Columbia, Hunt left overland in 1811 and the ship Tonquin sailed on the long voyage around Cape Horn.

Both these expeditions reached their goal and both have become famous.

Tragedy Marks Tonquin's Arrival in Columbia

Thorne, the ex-navy man, did not get along with his Canadian passengers, but he managed to bring his ship to the Columbia river after a long voyage by way of Hawaii in which mutiny threatened many times.

Tragedy marked the Tonquin's arrival. Captain

Thorne reached the coast in a southerly gale. He put two small boats overside to take soundings on the bar and both were wrecked in the breakers. One was lost with all hands, but two survivors, half drowned, scrambled ashore from the other.

The Tonquin nearly broke her back bouncing across the rough bar, but managed to reach safe haven within the river. Captain Thorne disembarked his passengers on a hilly point on the south shore. They worked hard, clearing away the brush and trees, and eventually managed to erect a permanent stockade and fort. This was Astoria.

Captain Thorne and the Tonquin sailed away to the north to buy furs. How treacherous Indians of Vancouver island boarded his ship in large numbers, massacred the crew, and were themselves killed in a mysterious explosion that destroyed the vessel are another story.

Meanwhile the party in Astoria kept busy. They traded with the nearby Indians, improved their fort, and awaited the arrival of Hunt's overland group.

Hunt's Party Arrives After Terrible Trip

Hunt and his men had plenty of grief. They lost their way in the great western plains, nearly starved to death and almost froze to death and had shipwreck and other disasters in trying to navigate the dangerous Snake river canyon.

But finally they reached Astoria and there was great rejoicing. The Astorians began to explore the country and established branch posts in the far interior, beyond The Dalles of the Columbia, and in the Spokane country.

But trouble was ahead. Hunt, the only American citizen among the leaders, sailed away on the first ship for Hawaii to get more supplies and men for the little colony. Meanwhile the War of 1812 broke out. The leaders left in Astoria were Canadians and British subjects.

Some of them began to lose their enthusiasm for the colony. There was dissension and trouble. Finally in 1812 a British warship, the Raccoon, appeared in the lower harbor and anchored opposite Astoria.

What happened then is a shameful blot on the men Astor had put in charge of his expedition. Instead of making any attempt to save Astoria from the British, they went to meet the British captain and soon concocted a deal whereby the whole supply of furs valued at around \$150,000 and the post, were sold to the British for \$40,000 and the place was renamed Fort George. The Stars and Stripes were pulled down and the Union Jack waved over the lonely fur trading past at the Columbia's mouth.

That shameful surrender of Astoria ruined the business as far as Astor was concerned, but the men who sold Astoria were not to realize the fruits of their treachery. The foundation for American ownership of the Columbia river country had been laid by discovery, exploration and settlement. The little community of Astoria came back into American hands after the war was over and it has remained American soil to this day.

Clatsop's Historic Spots Both Numerous, Important

Astoria and vicinity as the earliest settled spots in the Pacific northwest are rich in the lore of history of the development of this great area, and of incidents which led to this rich and vast area becoming a part of the United States rather than of Canada.

As a result there are a number of spots in the county not alone commemorative of local history, but of historical interest of national importance.

In 1792 Captain Robert Gray sailed the first ship that ever entered the Columbia river. He left no permanent physical record of his venture, but the trip is recorded in his report and in the names given a number of localities in the area where he or men from his ship landed or made observation.

In 1805 the Lewis and Clark expedition brought the first white men on foot to this section of the country and it was in Clatsop county that they made their winter headquarters and obtained the first sight of the broad Pacific ocean which they had endured so much to reach.

Site of Lewis and Clark Fort Is Marked

The intrepid explorers sailing down the Columbia river landed in the vicinity of Astoria and erected a log fort in which they housed themselves for the winter on the Lewis and Clark river about four miles from Astoria. The site of this winter encampment, known as Fort Clatsop after the name of the Indian tribe which inhabited the region, is marked by a tablet and flagpole and by a few mouldering remains of the logs used in construction of the fort.

Another remaining memento of this expedition is the salt cairn located at Seaside on the ocean beach about 20 miles from Astoria. Here the members of the party laboriously hauled and boiled ocean water to claim the residue of salt left in the big kettles. The spot, hallowed by historic memory, is also adequately marked and easily accessible.

In 1811 actual occupation of the northwest by white men began when John Jacob Astor sent a party of fur traders to Astoria, one expedition coming by land and one by sea. The parties joined and established a fur trading post at the present site of Astoria. Recent excavations for building construction in the city revealed a good part of the old fort stockade, many of the logs being found in good condition.

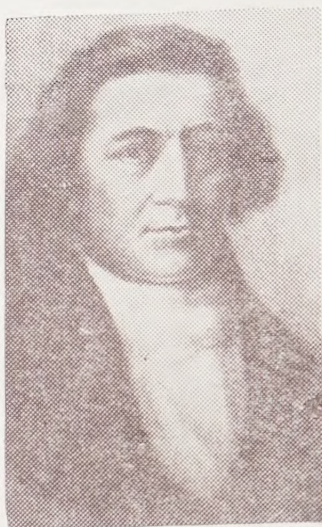
Another memento of those days, of the later years between 1812-14 when Astoria was known as Fort George and occupied by the British, is the grave of Factor McTavish. The grave, located in the city hall lawn, is suitably marked by a tablet. McTavish met his death in the Columbia river by drowning in 1814—as rumor has it, as he was crossing the Columbia river in a canoe to keep an engagement with a dusky Indian maid on the far shore.

Ruins of Old Fort Uncovered Recently

Another relic of the past just recently restored from the oblivion of forgotten records is the remains of Old Fort Stevens, constructed considerably before the civil war when fear was felt that Confederate raiders might attempt to capture the western territory from the sea.

Completely hidden by dense underbrush that disguised its old earthen ramparts, parapets and moats, the site on the present fort reservation is now being cleared and restored. Once this is completed Astoria civic bodies plan to bring back if possible the old ar-

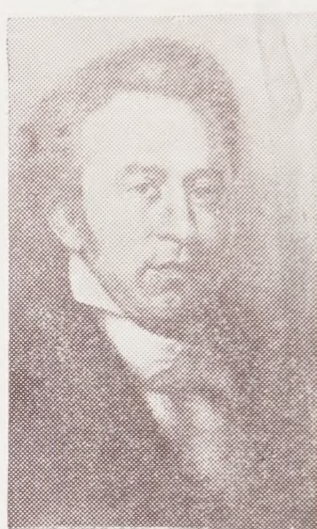
FAMOUS NAMES IN ASTORIA HISTORY



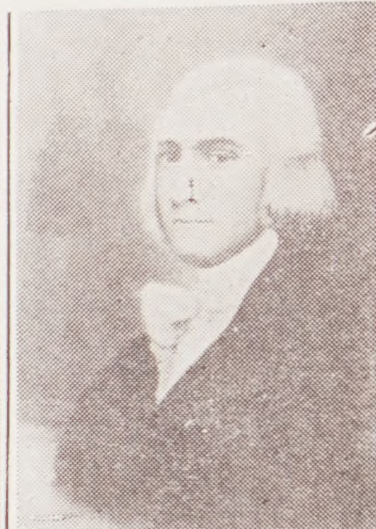
Captain Robert Gray



Meriwether Lewis



William Clark



John Jacob Astor

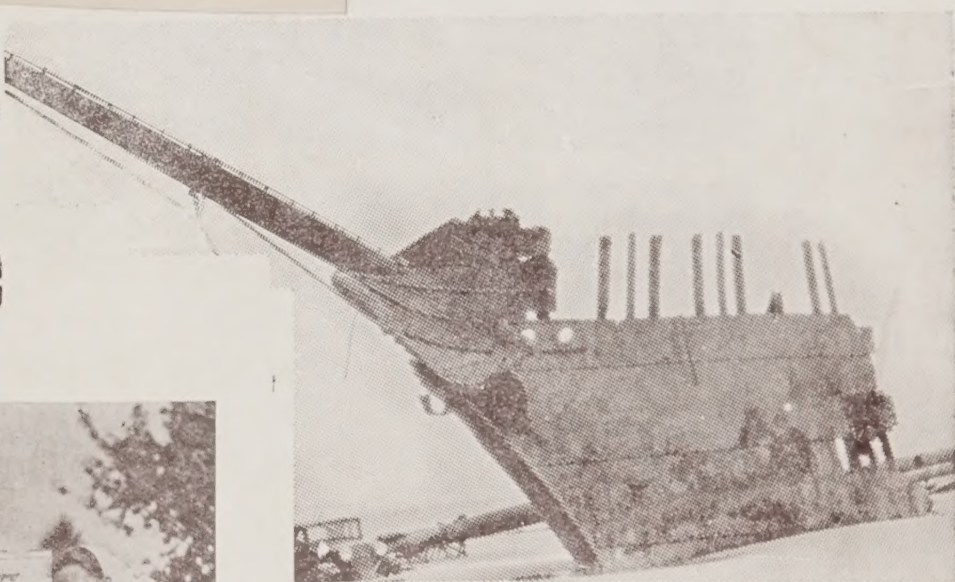
mament of round shot cannon which were originally mounted on the fort. These old cannon are now being used for decorative purposes at Fort Winfield Scott on San Francisco Bay.

Shark Rock, mounted in the heart of the city, is a huge boulder on which are carved records left by the crew of the wrecked gunboat Shark which was wrecked at the mouth of the Columbia river over 100 years ago.

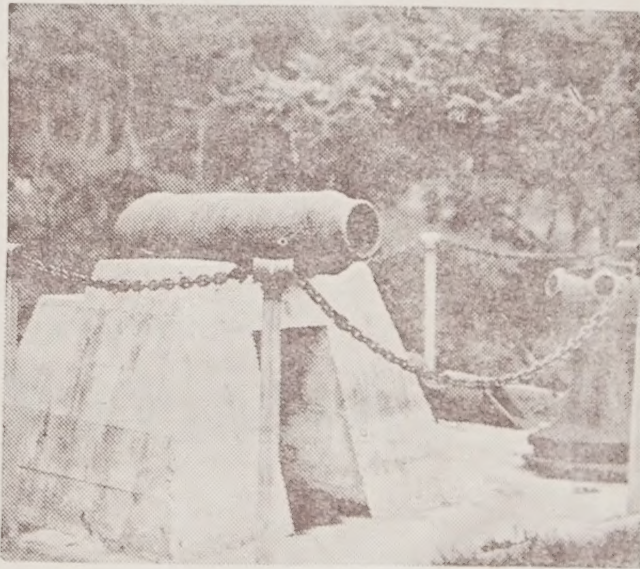
The W. H. Gray Memorial chapel, located on Clatsop Plains about 11 miles from Astoria, marks the spot where the first Protestant church west of the Rocky mountains was erected. The original church is long since gone and a second structure was removed to give way to the present memorial structure erected by descendants of W. H. Gray, the founder. Gray was a Presbyterian and the congregation gathered there during pioneer days was of the same faith. Nearby is the pioneer cemetery where sleep many of the hardy pioneers whose efforts paved the way for later and easier settlement of the section.



Survivors of Three Shipwrecks Inscribed Their Stories on This Boulder



Wreck of the Old Peter Iredale



This Gave Cannon Beach Its Name

No chronicle of Astoria's 125 years of existence would be complete without reference to what is known as "the fire" which, starting early in the morning of December 8, 1922 completely destroyed 24 business blocks and inflicted considerable loss in adjoining areas.

This fire, the most disastrous in the history of the state of Oregon and one of the worst urban conflagrations in the history of the country, resulted in a loss conservatively estimated at \$12,000,000 with insurance coverage about \$2,250,000.

Starting at 2:30 a. m. in a downtown pool hall in the heart of the business section, the blaze was not brought under control until 1:30 p. m. All available city apparatus, three pumpers sent down by rail from Portland and a government dredge battled the blaze continuously during the period indicated and it was only by dynamiting buildings along the edge of the blaze that the fire was finally halted.

Conditions which confronted the fire fighters were rather unique. The Astoria business section of those days had been built on pilings. The buildings were of purely frame construction or of frame with a veneer of brick. A few of the more modern buildings were of the concrete type.

In 1917 a seawall was built and this business area filled in with sand pumped from the river to a level about one story below the streets. The streets themselves were constructed of heavy timbers over which asphalt paving had been placed with water pipes, gas mains etc. running through the hollow tunnels below.

As a result the flames spread not only above but below the streets. As the timbered streets burned and fell in, the water mains were broken, further hampering the efforts to fight the fire.

Fifteen minutes after the alarm the building in which the fire started was a mass of flames. At 2:30 a. m. the east end of the block was a roaring inferno and buildings across the street were smoking from the intense heat. Before 3 a. m. the entire block was gone. Buildings across the street, wooden structures several stories in height had caught fire in the upper stories.

*Astoria Chapter
S.A.R.*

Given to Mrs. Carruthers, Historian O.S.D.A.R.

FORT GEORGE LOCATED

Two years ago, when excavating for the new St. Mary's Hospital, several sticks of timber which had formed part of the stockade of Fort George were uncovered and removed. Since that time I have been reading whatever I could find on the subject, with the purpose of locating the lines, as nearly as possible, of both Fort George and Fort Astor, so the same could be properly marked.

I have in my possession a copy of the map of Fort George, made by Lt. T. Saumarez of His British Majesty's Ship, "Blossom," in 1818, the year the fort was turned back to the Americans. This map shows that Fort George faced almost directly north-west, and was 256 feet north-west and south-east, and 158 feet north-east and south-west. Fort Astor (within the stockade of Fort George) is indicated by dotted lines on the map, facing in the same direction, and was 70 by 115 feet the long way being north-east and south-west.

Here is a fact that has been generally overlooked by those studying the matter: When John Shiveley made his first plat of Shiveley's Astoria, in 1844, he left unplatted the west half of Block 119 (on which St. Mary's Hospital stands) and the east half of the block directly west (118); also a strip 75 by 100 feet on each of the two blocks directly south (114 and 115). Nothing was platted north of Duane Street.

At the time this plat was made (1844) Shiveley did not have a patent from the government, and in fact did not receive it until several years later. I have been told that he figured the government would want to reserve the ground on which the fort was located, and

in fact, there could have been no other reason for leaving those lots unplatted. His later plats included those lots, and north to Water Street, Now Commercial.

To my mind that is positive proof that Fort George was located within that unplatted section, 260 feet square. Beginning with the location of the timbers found in the excavation for the new St. Mary's Hospital, and making allowance for the variation, I drew the plan or map of Fort George within that unplatted section.

R. R. Carruthers told me that his father found parts of the stockade when excavating for the basement of the brick building at 638 Exchange Street, and that agrees with the map I have drawn. That brick house is located on the west (used for convenience) corner of Fort George. The lookout station and flag pole were located there.

John Smith showed me where he saw the stakes excavated when grading 15th Street, and it agrees with my map. What he saw was the north-east section (70 feet) of Fort Astor.

The north corner of Fort George is located on Duane Street, $17\frac{1}{2}$ feet west from the west line of 15th Street. The east corner is located on the sidewalk, north side of exchange Street, 104 feet from the south-west corner of the hospital block. The south corner is located on the sidewalk, east side of 15th Street, at the wooden garage back of J. W. Erickson's new floral shop.

The front gate of Fort George (also of Fort Astor, and each of them had but one entrance) is located on the floor of the Fort George Garage, owned by W. L. Habernicht.

Of course, from the data we have, it is impossible to say that those locations are accurate, but I am satisfied that they are approximately correct, and within a very few feet of the original locations.

(Signed) J. A. Buchanan

Given Mrs. Carruthers, Oregon State Historian 1935

FORT STEVENS.

Fort Stevens, was named by Captain Elliott of the Engineers, with the approval of the War Department in October 1901 after Major General Isaac Ingalls Stevens.

General Stevens was born in Massachusetts. He entered the Military Academy in 1835 and graduated in 1839 - was appointed 2nd Lieutenant Engineers and was engaged on defenses of various New England forts until the opening of the Mexican War, when he was promoted to a 1st Lieutenant. He was made Adjutant of his Corps and was engaged in all operations of General Scott's Army from Vera Cruz to the City of Mexico. Here he was severely wounded and Breveted Captain and Later a Major. In 1849 he was appointed assistant in charge of the U. S. Coast Survey Office. He resigned in 1853 to accept an appointment as Governor of Washington Territory. During his governorship he explored a route for a railroad from St. Paul to Puget Sound. He conducted several campaigns against the Indians and made several treaties with them. In 1857 he was elected delegate to the United States House of Representatives from Washington Territory which he held until the opening of the Civil War. He was then appointed Colonel of New York Volunteers and two months later a Brigadier General. He engaged in several battles and in 1863 was promoted to Major General and shortly afterwards was killed in the battle of Chantilly while leading his division.

The old fortifications were begun in July 1863 and were first garrisoned by Company "B" of the 8th California Volunteers in April 1865.

The fortifications consisted of a pentagonal redoubt with a moat on the land side and had an armament of 27 guns, of which only the following were furnished 1-15", 5-10", and 3-8",. In 1867 this was increased by 5-200 lb. Parrots, 1-15", 17-10" and 3-8", a total of 34 guns. All carriages were of iron, the 15" being center pintle and the others front pintle. All these guns have been sold, the last being sold in 1903.

The New Fortifications were begun in July 1896.

Since the subject is Fort Stevens, and so many articles have recently appeared in the newspapers with reference to the Columbia River Fortifications, it may not be inappropriate to leave the past for a moment and try to correct a few of the erroneous impressions concerning the present.

One paper, upon the arrival of the Midshipmens training fleet, stated that there was not a single gun at Fort Stevens capable of firing a salute as the fleet steamed up the river. In the first place it is not customary to exchange salutes between forts and warships of the United States; as a matter of fact this is forbidden by regulations; secondly it is not customary to fire salutes from sea-coast guns. The cost would be prohibitive. Thirdly it is required that a salute be fired, of an appropriate number of guns, whenever certain officers enter a military reservation. This was done by the regular saluting gun when the Admiral commanding the fleet landed at this post.

Again Fort Stevens has been referred to as an obsolete fortification armed with rusty and unserviceable guns and lacking the man power to use them. To preserve our guns from rust all bright parts are coated with a composition of dope, white lead and linseed oil. This composition has the appearance of rust and to anyone giving the guns a hasty examination it might easily appear that the guns themselves were rusty if the individual did not take the trouble to make inquiries.

It is possible to fire any gun in these defenses and with your permission I will briefly describe what steps would be necessary before firing, First; wipe off rust composition; Second, Check base ring for level; Third, Check range drum for accuracy; Forth, Fill recoil cylinders; Fifth, Open powder cans; Sixth, Lead and fire, a total of about three hours time.

If time pressed, it would however be possible to fire the guns with out doing even these few things. Actually it would only be necessary to fill recoil cylinders and open the powder cans and fire the guns.

In regard to man power, it must be born in mind that in drawing up the National Defense Act, a choice existed of either a large standing Army, capable itself, of defending the country, or a small army supplemented by the National Guard and Organized Reserves.

The small army was the choice, and it cannot be expected to preform the functions for which a large army was deemed necessary.

About half the Coast Artillery of the Regular Army is on foreign service. What remains in the United States is not sufficient to man all the armament or even the greater part of it. To man the

guns which are at present unmanned, our National Guard, Organized Reserves and Citizens Military training camps are necessary.

I hope these few remarks may have corrected some of the misinformation that has been published; and if nothing else, that they may have aroused some curiosity as to Fort Stevens of the present as well as the History of Fort Stevens of the Past.

This paper was read by Lt. Chamberlain, before the Clatsop County Historical Society, at a picnic held at the original site of Fort Stevens, July 26, 1925

F O R T S T E V E N S

Fort Stevens was built about 1861. It was circular in form and was surrounded by a moat. A draw bridge let down across the moat was the way to enter the fort. The walls rose up from the moat, were covered with grass and sloped inward from the outside. Inside the walls were terraced and on the upper terrace the guns were placed on carriages so that they could be moved.

In the center of the fort, partly underground was the powder magazine it was also covered with sod and had a ventilator in the roof. There also was a gladstaff in the center of the fort. All around where they would be handy to the guns were piles of cannon balls, in pyramids built up on wooden bases to keep the balls from the ground. Each ball was covered with a grease paint to keep them from rusting.

When the draw bridge was let down there was a big double gate as an entrance that opened into a tunnel all lined with planks and held up by heavy beams. This sallyport must have been thirty or more feet long.

South of the fort were the barracks and parade grounds, the barracks was at the West side. South of the parade grounds and facing it were the officers quarters, eight, I think. East of the officers quarters was the Commissary facing the roadway that leading to the dock on the Columbia River. Across this road on a little knoll was the Post Hospital, the doctor's quarters and the house of the keeper of the canton. The buildings were enclosed in a white fence. South of the House of the canton keeper was the Post canton.

South of the officers quarters was a road that led west to the beach then towards the east south of the hospital and canton to the non-commissioned officers homes and past them to the post cemetery.

Sometime in the early 70's, I think, the fort was abandoned and left under the care of a sergeant. During the war with Spain the fort was re-garrisoned. During the World War, the fort was entirely made over, but has since held only a small company of Coast Artillery.

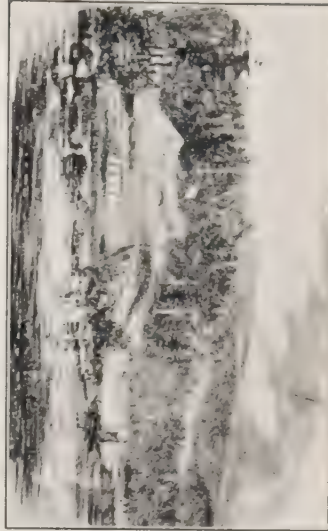
Before the forts were built at the mouth of the river two companies of U. S. Engineers were stationed in Astoria.

At one time Mr. Anson Allen Suttler was canton keeper at Fort Stevens, he was the uncle of Mrs. Mignon Cellers. Major Allen, who at one time commanded the defenses of the Columbia was Mrs. Cellers' grandfather.

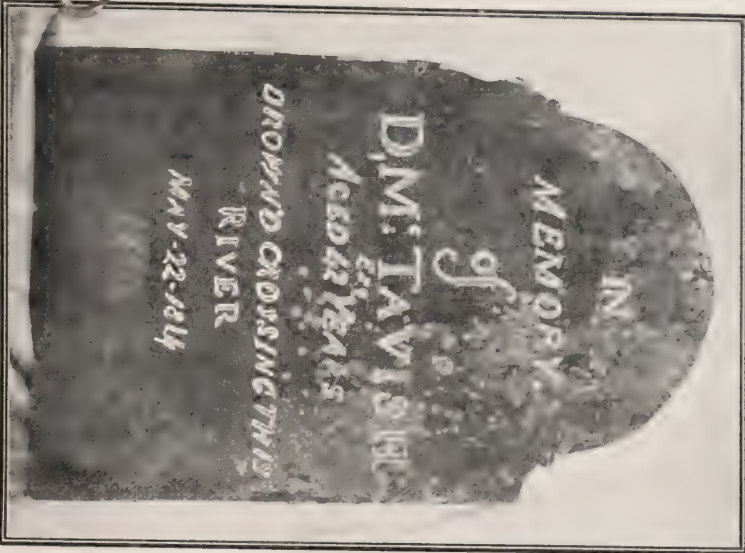
Steiwer Will Ask For Ancient Guns

WASHINGTON, Feb. 23.—Seeking complete realism in the reproduction of old Fort Stevens on the Columbia, the Astoria Chamber of Commerce has asked Senator Steiwer to procure, if possible, old artillery and solid shot up to 15 inches in diameter, to be placed on the ramparts as they were 70 years ago. Steiwer will inquire as to whether the war department can comply with this request.

21.10.023



As soon as the foundation was finished, the establishment was named Astoria (A. N. Ross, April 18, 1811)



"Where a small monument tolerably well engraved points to the future Indian trader, the last earthly remains of enterprising Donald McTavish." (Ross Cox)

Concomely grave. "The magnificent pine so often mentioned by travelers, lies prostrate near the tomb of Concomely, now in ruins."

"Dr. Gardner removed the skull, which is believed to be in Glasgow." (Lieut. Wilkes, 1841.)





City of Astoria. Tongue Point in the distance on extreme right of picture. Chinook Point across bay at the left. Site of Fort Astoria behind the long warehouse near the right.

INGTON

WANKIAKUM COUNTY

SHALLOW BAY
BAY'S BAY.

BIA

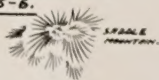
RIVER

(HOLLAND)
HOLLAND IS.

COUNTY

GON

AND CAMPS WHERE
AND CLARK SPENT
MONTHS TIME.
1905-6.



River and vicinity,



Salmon. "The multitudes of this fish are almost inconceivable."

1. Gill netters.
2. Seiners.
3. Trappers.
4. Canned salmon.



Home of the Dairymen. Cows have superseded the elk and tame grasses wild browse.

1. Stock on pasture.
2. Barn and cows, Hess farm.
3. Mower in field, Warren farm.

